

**PUB. 164**

**SAILING DIRECTIONS**  
**(ENROUTE)**



**NEW GUINEA**



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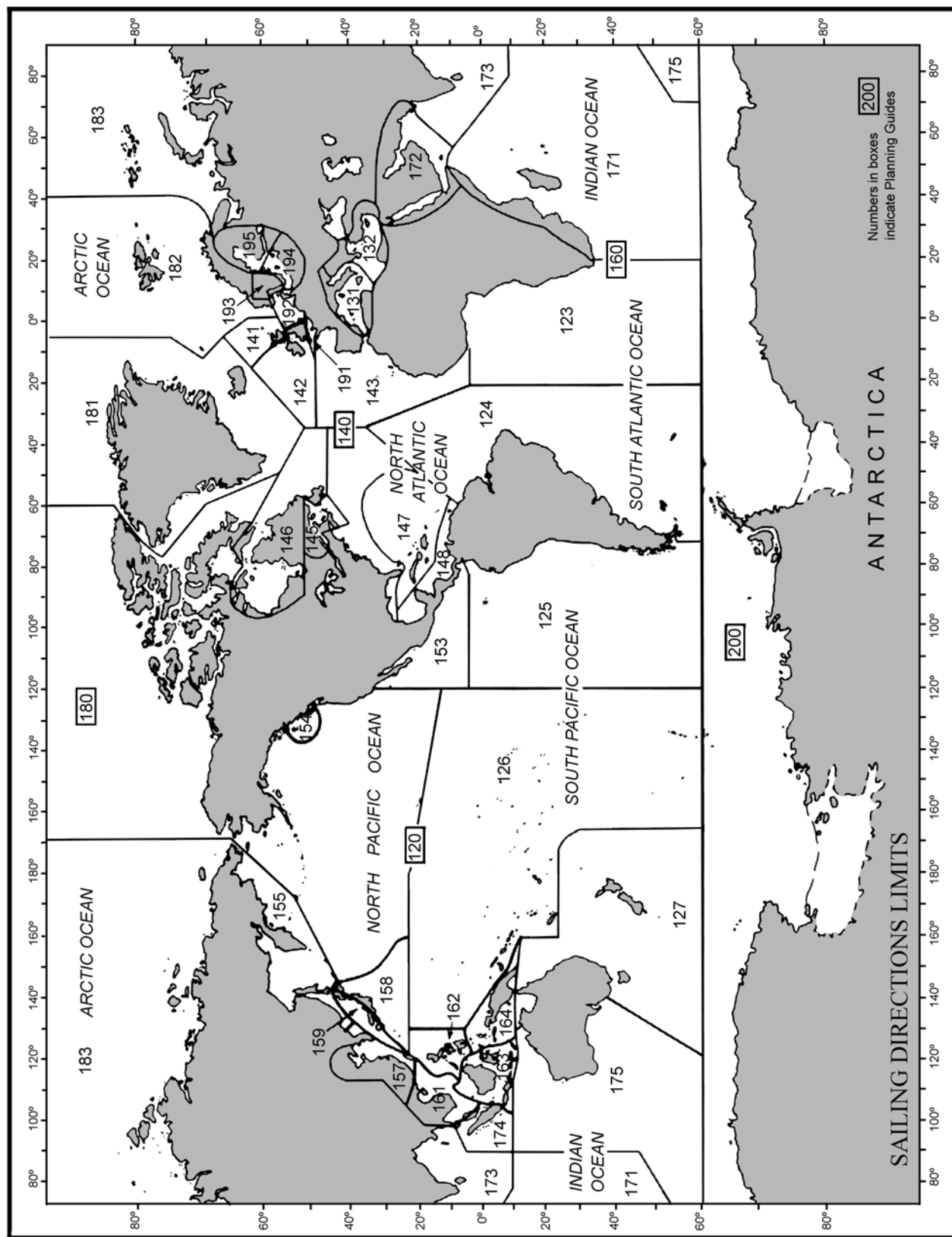
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## How to Keep this Book Corrected

As initially published, this book contains material based upon information available in the National Imagery and Mapping Agency through the date given in the preface. The publication of New Editions will be announced in Notice to Mariners. Instructions for ordering the latest Edition will be found in CATP2V01U, Ordering Procedures.

In the interval between Editions, information that may amend material in this book is published in the weekly Notice to Mariners. The Notice to Mariners number and year can also be marked on the applicable page of the Sailing Directions.

Between Editions, the Record of Corrections Published in Weekly Notice to Mariners, located below, affords an alternative system for recording applicable Notice to Mariners numbers. The Summary of Corrections, Volume 5, contains a cumulative list of corrections for Sailing Directions from the date of publication. Reference to the Summary of Corrections should be made as required.

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### Record of Corrections Published in Weekly Notice to Mariners

#### Notice to Mariners

##### Year 20

1.....	14.....	27.....	40.....
2.....	15.....	28.....	41.....
3.....	16.....	29.....	42.....
4.....	17.....	30.....	43.....
5.....	18.....	31.....	44.....
6.....	19.....	32.....	45.....
7.....	20.....	33.....	46.....
8.....	21.....	34.....	47.....
9.....	22.....	35.....	48.....
10.....	23.....	36.....	49.....
11.....	24.....	37.....	50.....
12.....	25.....	38.....	51.....
13.....	26.....	39.....	52.....

##### Year 20

1.....	14.....	27.....	40.....
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3.....	16.....	29.....	42.....
4.....	17.....	30.....	43.....
5.....	18.....	31.....	44.....
6.....	19.....	32.....	45.....
7.....	20.....	33.....	46.....
8.....	21.....	34.....	47.....
9.....	22.....	35.....	48.....
10.....	23.....	36.....	49.....
11.....	24.....	37.....	50.....
12.....	25.....	38.....	51.....
13.....	26.....	39.....	52.....

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Pub. 164, Sailing Directions (Enroute) New Guinea, Eighth Edition, 2003, is issued for use in conjunction with Pub. 160, Sailing Directions (Planning Guide) Pacific Ocean and Southeast Asia. Companion volumes are Pubs. 161, 162, and 163.

This publication has been corrected to 11 October 2003, including Notice to Mariners No. 41 of 2003.

### Explanatory Remarks

Sailing Directions are published by the National Geospatial-Intelligence Agency (NGA), under the authority of Department of Defense Directive 5105.40, dated 12 December 1988, and pursuant to the authority contained in U. S. Code Title 10, Sections 2791 and 2792 and Title 44, Section 1336. Sailing Directions, covering the harbors, coasts, and waters of the world, provide information that cannot be shown graphically on nautical charts and is not readily available elsewhere.

Sailing Directions (Enroute) include detailed coastal and port approach information which supplements the largest scale chart produced by the National Geospatial-Intelligence Agency. This publication is divided into geographic areas called "Sectors."

**Bearings.**—Bearings are true, and are expressed in degrees from 000° (north) to 360°, measured clockwise. General bearings are expressed by initial letters of points of the compass (e.g. N, NNE, NE, etc.). Adjective and adverb endings have been discarded. Wherever precise bearings are intended degrees are used.

**Coastal Features.**—It is assumed that the majority of ships have radar. Available coastal descriptions and views, useful for radar and visual piloting are included in geographic sequence in each Sector.

**Corrective Information.**—Corrective information and other comments about this publication can be forwarded to NGA, as follows:

1. Mailing address:

Maritime Safety Information Division  
National Geospatial-Intelligence Agency  
ST D 44  
4600 Sangamore Road  
Bethesda MD 20816-5003

2. E-mail address:

sdpubs@nga.mil

New editions of Sailing Directions are corrected through the date of the publication shown above. Important information to amend material in the publication is available as a Publication Digital Update (PDU) from the NGA Maritime Safety Information Division website.

#### NGA Maritime Safety Information Division Website (PDUs)

<http://164.214.12.145/sdr>

**Courses.**—Courses are true, and are expressed in the same manner as bearings. The directives "steer" and "make good" a course mean, without exception, to proceed from a point of origin along a track having the identical meridional angle as the designated course. Vessels following the directives must allow for every influence tending to cause deviation from such track,

and navigate so that the designated course is continuously being made good.

**Currents.**—Current directions are the true directions toward which currents set.

**Dangers.**—As a rule outer dangers are fully described, but inner dangers which are well-charted are, for the most part, omitted. Numerous offshore dangers, grouped together, are mentioned only in general terms. Dangers adjacent to a coastal passage or fairway are described.

**Distances.**—Distances are expressed in nautical miles of 1 minute of latitude. Distances of less than 1 mile are expressed in meters, or tenths of miles.

**Geographic Names.**—Geographic names are generally those used by the nation having sovereignty. Names in parentheses following another name are alternate names that may appear on some charts. In general, alternate names are quoted only in the principal description of the place. Diacritical marks, such as accents, cedillas, and circumflexes, which are related to specific letters in certain foreign languages, are not used in the interest of typographical simplicity. Geographic names or their spellings do not necessarily reflect recognition of the political status of an area by the United States Government.

**Heights.**—Heights are referred to the plane of reference used for that purpose on the charts and are expressed in meters.

**Index-Gazetteer.**—Navigational features and place-names are listed alphabetically in the back of the book. The approximate position, along with the Sector and paragraph numbers (e.g. 1.1), facilitate location in the text.

**Internet Links.**—This publication provides internet links to web sites concerned with maritime navigational safety, including but not limited to, Federal government sites, foreign Hydrographic Offices, and foreign public/private port facilities. NGA makes no claims, promises, or guarantees concerning the accuracy, completeness, or adequacy of the contents of the web sites and expressly disclaims any liability for errors and omissions of these web sites.

**Light and Fog Signals.**—Lights and fog signals are not described, and light sectors are not usually defined. The Light Lists should be consulted for complete information.

**Ports.**—Directions for entering ports are depicted where appropriate by means of chartlets, sketches, and photos, which facilitate positive identification of landmarks and navigational aids. These chartlets and sketches are not always to scale, however, and should be used only as a general informational guide in conjunction with the best scale chart. Specific port facilities are omitted from the standard format. They are tabulated in Pub. 150, World Port Index.

**Radio Navigational Aids.**—Radio navigational aids are not described in detail. Publication No. 117 Radio Navigational Aids and NOAA Publication, Selected Worldwide Marine Broadcasts, should be consulted.

**Soundings.**—Soundings are referred to the datum of the charts and are expressed in meters.

**Special Warnings.**—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation.

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Special Warnings are also available on the Maritime Safety Information Division website.

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(Special Warnings)**

[http://164.214.12.145/warn/warn\\_j\\_query.html](http://164.214.12.145/warn/warn_j_query.html)

**Wind Directions.**—Wind directions are the true directions from which winds blow.

## **Reference List**

The principal sources examined in the preparation of this publication were:

British Hydrographic Department Sailing Directions.

Various port handbooks.

Reports from United States Naval and merchant vessels and various shipping companies.

Other U.S. Government publications, reports, and documents.

Charts, light lists, tide and current tables, and other documents in possession of the Agency.